

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Alma Ata Oblast)

REPORT

SUBJECT 1. Highways in Alma Ata Area
2. Town of Issyk, Alma Ata Oblast

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Attachment 1: Highways in the Alma Ata Area. This ten-page report gives a brief description of the road administration in the Kazakh SSR, and describes the roads in the Alma Ata area, including dimensions, surfacing, bridges, and new construction. Also included are three sketches, one of the roads in the Alma Ata area and two of bridges.

Attachment 2: Town of Issyk, Alma Ata Oblast. This eight-page report describes, briefly, the town of Issyk and includes a town plan sketch (not to scale) with an accompanying legend identifying 71 points.

2. Coordinates for some of the towns mentioned in the attachments are given below:

Issyk	N 43-22, E 77-28
Talgar	N 43-19, E 77-15
Ili	N 43-53, E 77-10
Tastak	N 43-15, E 76-52
Saryozek	N 44-22, E 77-59
Malovodnoye	N 43-31, E 77-43
Dmitryevka	N 43-30, E 77-02
Chilik	N 43-33, E 78-17
Turgen	N 43-24, E 77-36

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X
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INFORMATION REPORT INFORMATION REPORT

Stanitsa Issyk, Alma-Ata Oblast', Kazakh SSR

(N43 22, E 77 28)

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1. Stanitsa Issyk is an old settlement originated by Cossacs who were performing guard duty for the Russian czars. Since 1936 when the area of Alma-Ata was converted into administrativno-ssyl'nyy (administrative and deportation) center, the native Kazakhs and Cossacs became a minority in comparison with deportees of Armenian, Greek, Polish, Czech, and other national origins. The population of Issyk is now approximately 15-16,000. Issyk is located on the main thoroughfare of Alma-Ata to Chilik, called Talgarskaya Doroga [redacted] at the northern end of the mountains. At the present time Issyk is the center of Kazakh-Enbekshinskiy Rayon of Alma-Ata Oblast. 50X1-HUM
2. [redacted] the following streets going north to south in Issyk (listed in the order of west to east, without regard to size or importance):

Aleksandrovskaya

Sovetskaya

Lenina

Shkol'naya or Stalina (re-named back and forth several times according to up- or downgrading of Stalin. At the present, the official name for the street is Stalin, but it is still referred to by the people as Shkol'naya).

Maksima Gor'kogo

1st Sadovaya

2nd Sadovaya

The main street of Issyk is Alma-Atinskaya Ulitsa which runs west to east, which is a part of Alma-Ata - Chilik highway. There are several more streets running parallel to Alma-Atinskaya Street. They were recently named after Dzhambul, Gastello, Kirov, and other personalities [redacted] 50X1-HUM

[redacted] Alma-Atinskaya and Aleksandrovskaya Streets are asphalted their entire length. Stalina Street, which constitutes the beginning of the newly constructed highway to Lake Issyk, is paved south of Alma-Atinskaya Street. Some sections of a few other streets have a gravel layer, but the majority of the streets in Issyk are field roads with clay or soil beds impassable for wheel transport after rains or snow thaw.

3. There is no standard for street identification or house numbering in Issyk. There are some street names and house number plates put up by the individual

house owners according to their taste and desires. The streets are not illuminated at night. Most of the streets are lined with old trees on both sides. The houses of the settlement are also surrounded by trees and gardens. An attempt at planting a new municipality park ended unsuccessfully.

4. There is no water pumping station nor reservoir and no wells in Issyk. The needs of the population are covered by water from the Issychka River. Water is delivered to homes by buckets or by horse drawn tank carriages (barrels). The water which comes from the mountains is very rich in minerals and due to this fact many people have goiter (zoby).

There is no sewerage system in Issyk, and sanitation in houses of the settlement is most primitive.

5. Power for the settlement is supplied by the Issyk GES located 7-8 km. south of Issyk on the Issychka River.

it also supplies power for villages and collective farms-Aleksandrovka, Krasnyy Vostok, Rohat, Molotova, Lenina. The power supply is 220 volts, A.C. There is no shortage of power, however, in winter when the Issychka has less water the lights are not so bright (almost dim) as in the summer. The GES consists of one building and a dam with 3-4 locks across the river. This station was built many years ago and has been constantly modernized. it had recently obtained a Czechoslovakian diesel-generator which was mounted in a new building constructed especially for this purpose.

A high voltage line from Issyk GES to the transformer house in Aleksandrovka runs west of the river and the highway to the above mentioned village. It has 2-3 wires about one finger thick mounted on steel towers with concrete foundations. The wires when mounted were pulled by tractors. Since the spring of 1959 wooden electricity poles in Issyk are continually being replaced by poles of ferro-concrete construction.

There were no meters in the houses and the customers were not permitted to use any electric appliances or even to have sockets for them. To prevent the black use of appliances the poles were equipped with special kinds of fuses (kontol'nyye provolochki) which when burned indicated the use of articles more powerful than the regular bulbs. Offenders were fined a minimum of 10 rubles. The charge for use of a 40-watt bulb was 4.80 rubles per month. Recently electric meters were being installed in houses in Issyk.

6. There is no local bus or taxi transportation in Issyk. Out-of-town buses to Alma-Ata and Chilik meet in Issyk at the same time and depart to their destinations four times a day: at 0800, 1200, 1600 and 2000 hours. Some of the Chilik bound buses go as far as Narynkol (no other information available). Tickets are sold at the bus station (for location, see the map of Issyk attached to this report). The ticket from Issyk to Alma-Ata costs 8 rubles via passenger bus and 10 rubles via cargo-passenger bus (which allows passengers to take excess luggage along with them).

[redacted] stops between Alma-Ata and Chilik:

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Zelenyy Bazar (Green Market) near Pushkinskaya Ulitsa in Alma-Ata. Here
were also situated the bus park and stands
Three stops in Alma-Ata (no other information)
Malaya Stanitsa
Fork of Talgarskaya Doroga (to Issyk) and Kul'Chinskoye or Kul'dzhinskoye
Shosse (to Novo-Alekseyevka)
Not identified stop
Michurin
Kyzyl-Tu
Kalinin
Talgar
Spirtzavod
Azad
Mikoyan
Rohat
Krasnyy Vostok
Issyk
Molotova
Lenina
Dzhenatalab
Turgen'
Karatemir
3 or 4 unidentified stops
Chilik

7. For information on various installations of Issyk, see annotation to the map of Issyk attached to this report.

8. In June or July 1959 [redacted] an air raid drill was conducted in Issyk. The public was warned about it several days prior to the drill by radio announcements. All vehicle drivers had to prepare beamlight covers with narrow horizontal cut-outs for the lights. The drill was conducted on two consecutive days, with the alarm being given several times each day. The beginning of the drill was announced by the siren of the local wine distillery. During the drill automobiles with medical nurses and also some with people dressed in canvas overalls were posted in different locations of the settlement. The passers-by apprehended on the street while the drill was on were transported to the hospital and bandaged. They were released to proceed about their business after the given portion of the drill was over. No "all clear" signal was given at any time.

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NO SCALE

Annotation to [redacted] Plan of Issyk, Alma-Ata Oblast'


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1. Highway to Turgeni' - Chilik.
2. Section (uchastok) #1 of Vinsovkhoz (Wine State Farm) Issyk.
- 2a. Uchastok #2, #3 and #4 of Vinsovkhoz.
3. Construction of a new rayon hospital. Brick building with central heating. At the date of information, the foundation and a one-meter high portion of the wall had been completed.
4. 2nd Sadovaya Street. Unpaved.
5. Brickyard of artel imeni Frunze. Produces up to 60,000 bricks per shift in comparison with 7,000 - 8,000 a few years ago.
6. Administrative building of Vinsovkhoz Issyk.
7. Vinsovkhoz garage.
8. Timber mill. Logs delivered from Dzhalanash (or Zhalanash), Narynkol and Assy (village south of Turgeni').
9. Offices and repair shops of Issyk GES.
10. Alma-Atinskaya Street, paved.
11. 1st Sadovaya Street, unpaved.
12. Maxima Gor'kogo Street, unpaved.
13. Oktyabr'skaya Street, unpaved.
14. Pharmacy.
15. Warehouse of SPO (Sel'skoye Potrebitel'skoye Obshchestvo - Rural Consumer Society)
16. Grocery store.
17. Book store.
18. Russian High School, two-story building.
19. Savings bank (sberkassa)

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20. Hospital. Several old wooden buildings.
21. Shkol'naya or Stalina Street. Paved south of Alma-Atinskaya Street.
22. Road to wine distillery (3 km.) and Lake Issyk (14-15 km.).
23. Clinic.
24. Maternity hospital.
25. State Bank.
26. Orphanage grounds. Several one and two-story houses, with the administrative building on Stalina Street. Director - fnu DNISHCHEV. Children ranged in ages from 7 to 15 years.
27. Ispolkom. Chairman - fnu SHCHERBAKOV.
28. Small stadium, formerly a church yard.
29. Kindergarten for 3 to 5 year old children of working parents. Hours from 0800 to 1800. Fee is deducted from parents' salary.
30. Raykom, two-story brick building. Secretary - fnu MAL'KEYEV, a Kazakh, very nationalistic minded man.
31. Club house.
32. Closed circuit radio center. Two 15-18 meter tall antennas in the yard.
33. Lenina Street, gravel road.
34.
35. Orphanage for infants (Dom Malyutki) deserted by their parents or given up by poor parents.
36. Kazakh high school.
37. MVD and militia offices. 9-10 officers from Major to Mladshiy Lieutenant and 5 or 6 militia men.
38. Telegraph and long distance telephone office.
39. Main Department Store (Glavnyy Univermag)
40. Restaurant and teahouse.
41. Post office.
42. Grocery store.

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43. Warehouses of Raypotrebsoyuz (Rayon Consumer Union) and SPO.
 44. Store of articles for cultural use (kul'ttovary).
 45. Sel'sovet.
 46. Voenkomat.
 47. Wooden ramblers for disabled persons (invalids).
 48. Movie theater, the only movie house in Issyk.
 49. Farm market.
 50. Bath house.
 51. Printing house.
 52. Nepolnaya high school.
 53. Bus station, small wooden shed.
 54. Construction of a 6-8 room hotel, to be completed in 1959.
 55. To Talgar.
 56. Sovetskaya Street, improved gravel road north of Alma-Atinskaya Street and unimproved south of Alma-Atinskaya Street.
 57. Issyk GES, 7 to 8 km. up the Issychka River.
 58. Issychka River.
 59. New large soccer stadium.
 60. Butter creamery.
 61. Rayon Industrial Combine (tannery, furniture shop, clothing shop) under the Ministry of Local Industry of Kazakh SSR.
 62. 4 meter long bridge over the Issychka River. Ferro-concrete construction without piers (byki).
 63. Kombinat bytovogo obsluzhivaniya (combine of home services) or artel imeni Frunze.
 64. Wine distillery of Oblpromsovet (District Industrial Council), so-called Plodvinprom.
 65. Grocery store.
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66. Wooden bridge over Issychka.
67. Bakery.
68. 14th Auto Park. 500-600 vehicles and repair shops.
69. DSR (Dorozhno-Stroitel'nyy Rayon - Road Construction Rayon) #13.
Administrative building, Asphalt and Concrete Works, garage for auto and equipment. Plant is almost fully mechanized and employs only 40-50 workers.
70. Aleksandrovskaya Street and highway to Aleksandrovka.
71. Compound of dorozhnyy remonter (road foreman) of DSEU #203.

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Highways in Alma-Ata Area, Kazakh SSR

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1. Glavushosdor (Glavnoye Upravleniye Shosseynykh Dorog - Main Directorate of Highways) of Kazakh SSR was responsible for the construction and maintenance of highways in the republic. [redacted] the breakdown of Ushosdor as follows: Glavushosdor was divided into several Oblast' DEU (dorozhno - ekspluatatsionnoye upravleniye - road maintenance departments); each DEU was in turn sub-divided into several DSR (dorozhno-stroitel'nyy rayon - road construction rayons); and each DSR was in turn sub-divided into several DSEU (dorozhno-stroitel'nyy ekspluatatsionnyy uchastok - road construction and maintenance districts). No other information on administrative structure or personnel, labor force, equipment, etc. could be supplied [redacted] except

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[redacted] probably DEU handled the major overhauling (kapital'nyy remont) of old highways and construction of new highways. DSR was probably responsible for maintenance and repairs of highways in its respective rayon; it also administered its own asphalt and beton works, and quarries. DSEU exercised nadzor i tekushchiy remont (care and minor repairs) on small portions (uchastok) of the road. For example, DSEU #203 [redacted] took care of the 12 km. stretch between Issyk and Kul'dzhinskoye shosse.

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2. In order to cut down the staff, Dorotdel (road section) Issyk was merged with Dorotdel Talgar in 1957. The new enterprise was named DSEU #203, and the headquarters were in Talgar. [redacted] following breakdown of personnel of DSEU #203 [redacted]

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Total number of employees - about 55.

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Superintendent - fnu AMRIYEV. [redacted]

Chief engineer - Iosif TERESHCHENKO. [redacted]

Five road masters, among them fnu KIRYASHOV, fnu VOROBYEV, [redacted]

Two auto mechanics, fnu NEBYLITSA, [redacted]

Storekeeper - 360-380 rubles per month.

Cleaning woman - 280 rubles per month.

Watchman - 260-280 rubles per month.

Eleven drivers - 400 rubles per month for 10-12 hours per day. The salary of the drivers was cut down about 40 percent to this amount at the beginning of 1959.

Laborers - from 350 to 600 rubles per month depending on the job done and the number of hours worked.

DSEU #203 was equipped with 5 GAZ-51 trucks, 2 ZIS-535 dump trucks and 4 ZIS-5 trucks, three tractors, road construction machines (dredgers, excavators, rollers, snow plows, etc.). All equipment was stored in the open, on DSEU compounds.

3. Due to the large number of accidents on the roads of Kazakh SSR and the accordingly high number of casualties, very severe regulations were issued in 1958. This order (prikaz) appeared in all newspapers printed in Kazakh SSR, and also on the bulletin boards of all transportation enterprises. The order gave auto inspectors the right to sentence for a period of up to 15 days the responsible drivers for plain mechanical failure of a car (tekhnicheskaya neispravnost') by taking them from the car on the spot and bringing them to the next militia station. [redacted] this order also called for death sentence for drivers involved in fatal accidents. 50X1-HUM
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4. [redacted]

[redacted] Below is a description of the roads
in the Alma-Ata area [redacted]

5. Alma-Ata - Ili: Usually referred to by people as Iliyskiy Trakt. Formerly this was an asphalted highway, 6 meters wide. At the present time it is being reconstructed to bring the width up to about 7 meters and 70-80 cm. hard shoulders and cuvettes constructed on both sides of the road. [redacted] the following points between Alma-Ata and Ili: 50X1-HUM

Alma-Ata

6 km. to Pokrovka

10-12 km. to Novo-Dmitriyevka

6-7 km. to Dmitriyevka

7-8 km. to Ili

Before Ili there is a field road leading to pasture grounds to the west side of the main road. The wooden pile (svaya) bridge on this road is washed out every spring. In the spring of 1958 the bridge on the main road near Novo-

Dmitriyevka was also washed out. and all available labor force and equipment [redacted] was mobilized for the quick repair of this bridge. 50X1-HUM

[redacted] from Sary-Ozek (north of Ili) to the Chinese border there is a highway which the local population calls Panfilovskaya or Kitayskaya doroga. [redacted] it is used mostly for the transportation of cattle from China to the huge meat packing plant in Alma-Ata [redacted] traffic on this road is less than that on Narynkol'skiy Trakt (see Paragraph 11 below). No other information on Panfilovskaya doroga available.

6. Alma-Ata - Novo-Alekseyevskoy - Malovodnoye: Referred to [redacted] as Kul'chinskoye or Kul'dzhinskoye Shosse. The original road was a two-lane (about 6 meters) asphalted highway. Each summer the asphalt usually cracked. 50X1-HUM

[redacted] The cause of this was explained [redacted] as follows: the road was built on a clay bed and in spring the water accumulated under the layer of asphalt. This water under the influence of the hot southern sun forced the asphalt to crack. At the time of this information, the road had been widened to 7 meters, a layer of gravel had been put over the clay bed and also a new layer of asphalt (dobavochnyy sloy) had been added to the original one. The road now has 70-80 cm. wide hard shoulders (obochiny) and cuvettes (kyuvety) on both sides. 50X1-HUM

[redacted] points between Alma-Ata and Malovodnoye: 50X1-HUM

Alma-Ata

Malaya Stanitsa

6 km. to sovkhos "Gigant" (fruits, vegetables, wheat)

6-7 km. to Tabaksovkhoz (70 percent population of Greek origin)

Junction of the newly constructed road to Tunkurus (see Paragraph 7)

4 km. to the clay quarry

Novo-Alekseyevskoye (called Novo-Alekseyevka [redacted]) 50X1-HUM

2 km. to asphalt and concrete plant and its settlement located south of the road

1½ km. to the wooden pile bridge over the Talgarka River. At the present time this bridge is being replaced by one of ferro-concrete construction with two intermediate piers (byki); a temporarily constructed wooden bridge north of the road serves as a detour.

300-400 meters from the village of Abat. There is a very sharp curve between the bridge and the village as shown below:

bridge



Abat

4-5 km. to the booth #31 of the road master (2-3 houses on a compound)

4-5 km. to the turn off to village Aleksandrovka and MTS of the same name (3 km. of asphalted road from the main highway to the village)

2 km. to the junction to Issyk (see Paragraph 10 below)

300 meters to a five meter long concrete bridge over an unidentified river (possibly the Issychka River)

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- 4 km. to Podsobkhoz (podsobnoye khozyaystvo - supporting farm) for the disabled of Issyk (vegetable gardens, pig and cattle breeding)
- $\frac{1}{2}$ km. to the turn-off north to Kolkhoz "Sotsializm". This 3 km. long gravel road was built at farm expense. Aleksandrovka and Sotsializm are interconnected by a gravel road.
- 7-8 km. to village Enbek
- 4-5 km. to a Moslem village, name not recalled
- 4-5 km. to Baltabay, a large village
- 3-4 km. to Malovodnoye village. The portion of the road between Baltabay and Malovodnoye was previously in very bad shape. Recently, the clay from the road bed was replaced by gravel (to eliminate puchiny), the road profile was lifted 1 to 2 meters to avoid flooding of the road in the spring and the asphaltting of the road had already begun. [redacted] this portion of the road will be completed in the fall of 1959. 50X1-HUM
7. Kul'dzhinskoye Shosse - Dmitriyevka via Tunkurus and Bayserke. It is an entirely new road, 7 meters wide. At the time of information, cold asphaltting of this road had begun. This junction was constructed as a by-pass for Alma-Ata and a short cut for numerous trucks from the farms east of Alma-Ata to large new grain elevators and kalibrovochnyy kombinat (corn combine) located near the railroad in Dmitriyevka.
8. Alma-Ata - Talgar - Malovodnoye: Referred to [redacted] as Talgarskaya Doroga. The road was previously 6 meters wide and is being widened now to 7 meters. 50X1-HUM The portion of the highway between Alma-Ata and Talgar is now closed to traffic for improvement. The profile is being softened - smyagchon, i.e., the defiles filled in and the hills cut by bulldozers; sharp curves (virazhi) are being straightened. The detour for this portion goes thru Talgar - Novo-Alekseyevskoye - Alma-Ata. The part from Issyk to Malovodnoye had not been newly asphalted at the time, but the new gravel layer had been put on the bed of the road.
- [redacted] points between Alma-Ata and Malovodnoye: 50X1-HUM
- Alma-Ata
- 10-11 km. to a group of villages - Veselyy (possibly Kolkhoz Veselaya Zhizn'), Kalinina, Michurina
- Three unidentified separately located villages
- MTS on the outskirts of Talgar
- Talgar River bridge, of ferro-concrete construction, two piers (byki), one on each end of the bridge, steel railings, welded sheet metal base (perekrytiye) with gravel and asphalt on top of it. Bridge was constructed in 1958.
- 2-3 km. long settlement of Talgar
- 2 km. to Spirtzavod and its settlement
- 4 km. to Azat
- 6 km. to Kolkhoz Mikoyana
- 8 km. upgrade to Rohat village (trucks have to shift into 1st and 2nd gears)
- 4-5 km. to Krasnyy Vostok
- 4-5 km. to Issyk
- 1 - $1\frac{1}{2}$ km. long settlement Issyk
- 3-4 km. to Kolkhoz Molotova
- 4 km. to Kolkhoz Lenina

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2 km. to Dzhenatalab village

2 km. to Turgen'

$\frac{1}{2}$ km. to Karatemir, population of 3,000-4,000, village located south of the road
11-12 km. to Malovodnoye (1-2 unidentified villages along this street) 50X1-HUM

The 500 meter long stretch between Turgen' and Karatemir was loop-shaped, with a steep decline when leaving Turgen' and still steeper upgrade toward Karatemir. In the middle of this defile flows the Turgenka River which has no water most of the year but every spring washes out the old wooden bridge across the river. At the present time, the defile has been filled from both the Turgen' and the Karatemir sides, and a new bridge is being constructed over the river (for details on the road and the bridge see Attachment 2 to this report). The bridge is about 100-120 meters long and 6 meters wide and is of ferro-concrete construction. Its construction began in 1957. One-third of the way from Turgen' and one-third from Karatemir have already been completed. [redacted] it may be finished in 1959. The stone quarry and mill for this construction are located in Karatemir. The bridge was being constructed by prisoners, some of who live in the Karatemir camp (except as reported in this paragraph, no other information available). 30-40 worked on the bridge and also two-truck loads of them participated in the construction of the highway from Issyk to Lake Issyk (see Paragraph 12 of this report). The prisoners from Alma-Ata were taken to the bridge by trucks every Monday and were brought back to Alma-Ata by way of Issyk [redacted] every Saturday afternoon 50X1-HUM between 1500 and 1600 hours.

9. Novo-Alekseyevskoye - Talgar. Completely new, a 7 meter wide asphalted road of the same quality as that described in Paragraph 10 below. The only village on this stretch is Razdol'noye located 4 km. north of Talgar. The road begins east of Talgar bridge on the Alma-Ata - Issyk highway. There are a few 2 to 3 meters long armaturnyye (made of concrete plates) bridges on this road. Road is 11 to 12 km. long.
10. Issyk - Kul'dzhinskoye Shosse. The 12 km. long highway is a newly constructed 7 meter wide asphalted road, going north of Issyk. It is very straight, with no ups and downs, profile was recently lifted up $\frac{1}{2}$ meter; 1 meter wide hard shoulders, cuvettes. No populated places, no large bridges on its entire length, only small concrete bridges (with no piers) or culverts. The road is lined from both sides with maple and poplar trees, planted 7-8 meters away from the ditches.
11. Malovodnoye - Chilik. Entire length is 35-40 km., with 4 or 5 unidentified villages on the way. This road was previously in very bad shape. In 1959 all available labor force and equipment of Alma-Ata DEU was put on the improvement of this portion of the highway. Sharp curves are being straightened, and to avoid annual damage from high water in the spring, the road profile is being elevated. Malovodnoye - Chilik - Narynkol portion was called Narynkol'skiy Trakt or Kitayskaya Doroga [redacted] It leads to the Chinese border which 50X1-HUM is 297 km. from Alma-Ata. The 100 km. wide border zone is sparsely populated by native Kazakhs. They carry special permits for residence in this zone. The drivers going to Narynkol area for wheat and timber are provided by their respective employers with special permits issued by Alma-Ata MVD office. [redacted]

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the road to Nazynkol is passable at all times of the year.

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12. Issyk - Lake Issyk: 14-15 km. long. Formerly, only a field road, 8-9 km. long, leading south of Issyk. Now it is a 7 meter wide, two-lane asphalted highway with fancy signs (Happy Travelling, etc.) and sculptures of Dzhambul and other Soviet personalities on both sides of the road. This highway was in construction for about 1½ years and completed just before the visit of the American governors to this area in July 1959. For construction of the road, dynamite was used on the mountain slopes. The ravine edge of the road is protected by rails made of steel pipes painted white. The road is intended to be used only by first class vehicles.

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inspector, posted at the beginning of the highway in Issyk, checks all autos entering this road. Another inspector checks all automobiles again, about 5-6 km. south of Issyk, by directing them on to a special platform built for this purpose, on the east side of the highway.

The highway has many curves. There ^{ARE} 6 or 7 large and about 20 small concrete bridges along the length of the highway. There are also about ten 1-3 concrete pipe unit culverts for streams crossing the road, the number of pipes (kol'tso, depending on the width of the stream (see Attachment 3 to this report). The last two kilometers are very upgraded. cost of construction of this highway amounted to 20 million rubles.

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points between Issyk and Lake Issyk:

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Issyk

4 km. to Vinsovkhoz and distillery of Trust Kazakhvino (about 20 sq. km.)

1½ km. to Verkhniy Kopay

1 km. to Nizhniy Kopay (each village consisted of 15 to 20 houses occupied by deportees of Armenian, Turkish and Kurdish origin, who were employed by Vinsovkhoz).

House of the road master (4 km. before the lake)

Lake Issyk

At one time, there was no settlement at Lake Issyk. Now there is a restaurant, pavilion (ice cream, soda, etc.), swimming beach, boats for hire, and two launches on the lake. in the near future construction will begin on a new hotel and a rest home for the department of Ministry of Health of Kazakh SSR.

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13. prior to the arrival of the American governors, all available labor forces and equipment of Alma-Ata DEU was mobilized for construction and improvement of the route designated as follows: Alma-Ata - Novo-Alekseyevskoye - junction to Issyk - Issyk - Lake Issyk.

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14. [redacted] someplace between Chilik and Narynkol there is a field road going to Dzhalanash, a timber cutting area. Travel on this road is very difficult, and many accidents occur. This road is not passable in the winter. 50X1-HUM
15. [redacted] in the summer of 1959 the road inspection counted 1,900 vehicles in sutki (24 hours) passing on the road portion of Alma-Ata - Novo-Alekseyevskoye - Issyk - Chilik. However, during the wheat and fruit harvesting season the traffic was much heavier (no other information on traffic available).
16. Attached to this report are the following sketches: 50X1-HUM
- a. Roads in the Alma-Ata area.
 - b. New bridge over Turgenka River between Turgen' and Karatemir. (KARAKEMYR)
 - c. Typical culverts and bridges on Issyk to Lake Issyk highway.
- [redacted]

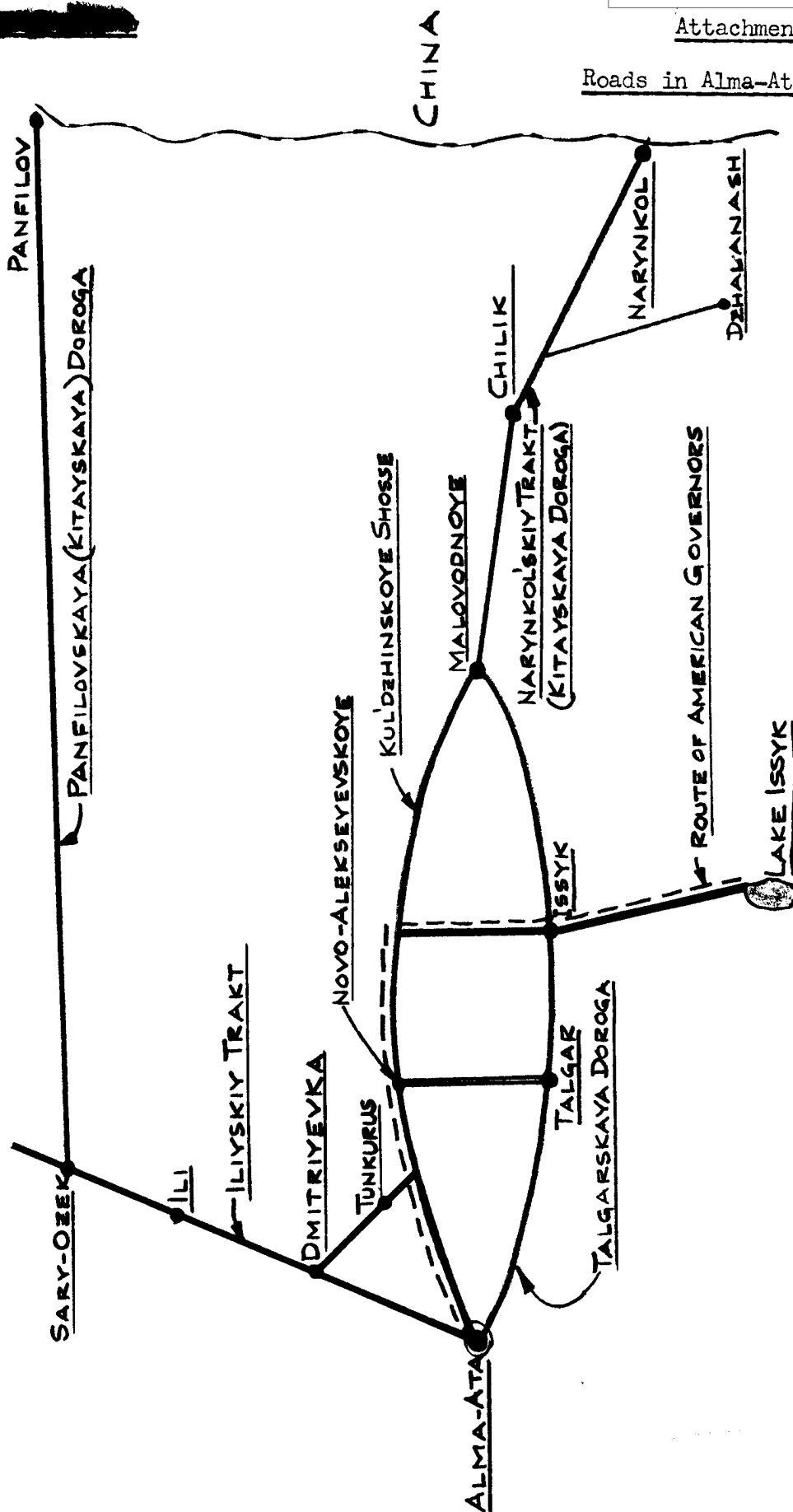
50X1-HUM

Attachment 1

Roads in Alma-Ata Area

/No scale/

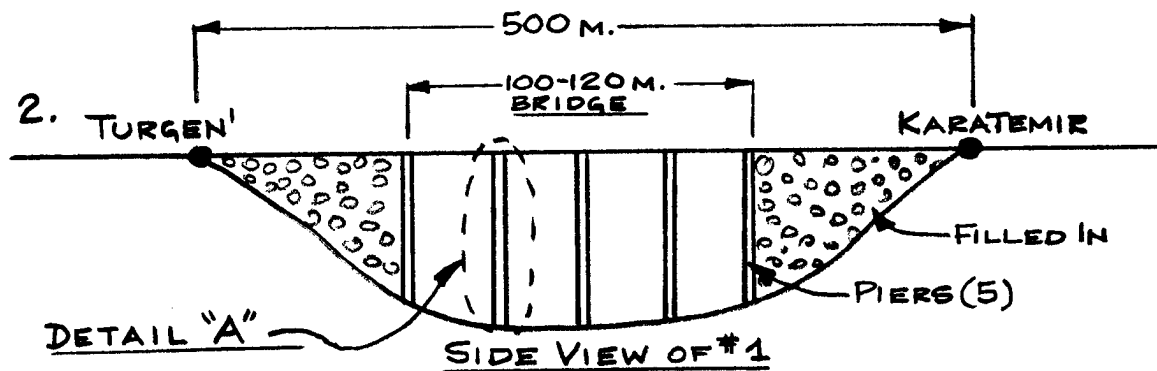
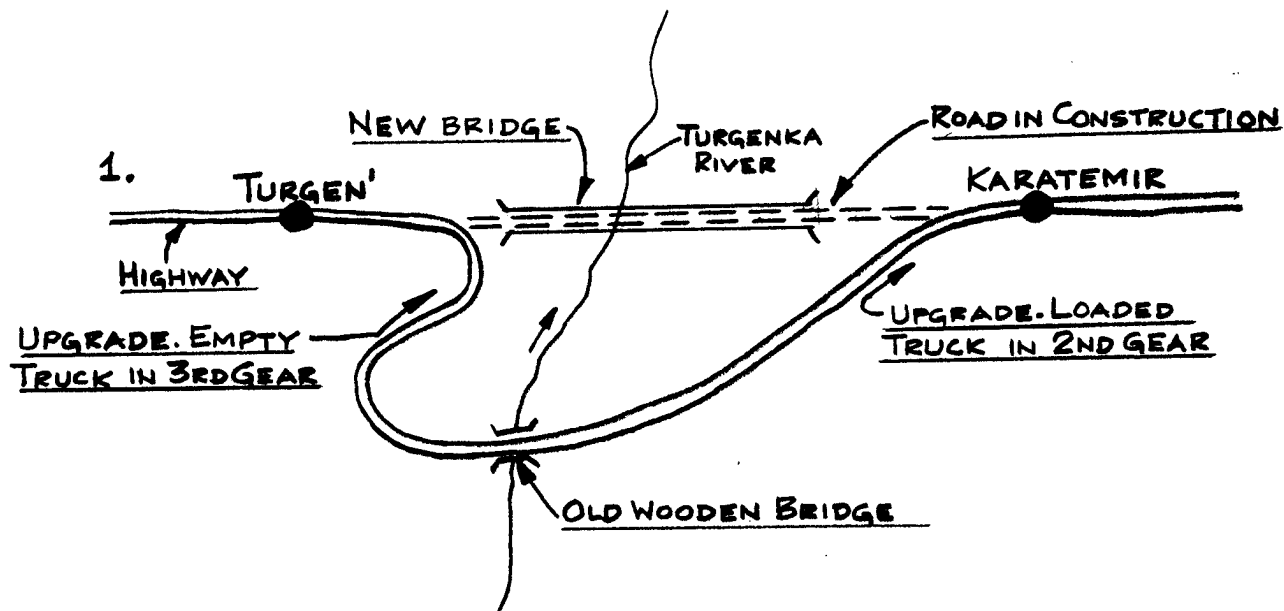
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Attachment 2

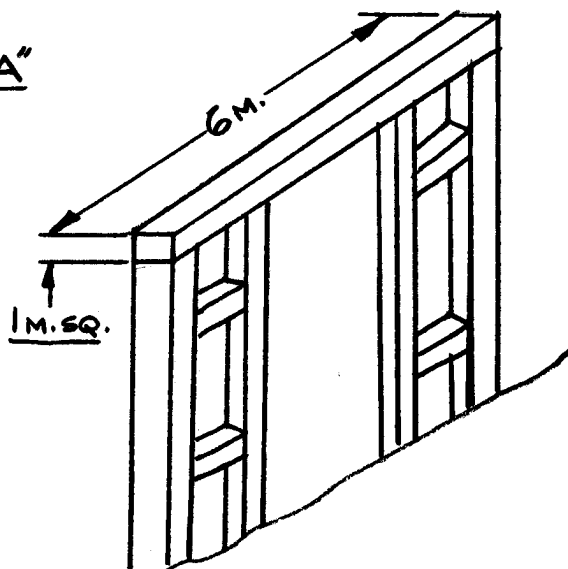
New Bridge Over Turgenska River Between Turgen' and Karatemir

50X1-HUM



3.

DETAIL "A"

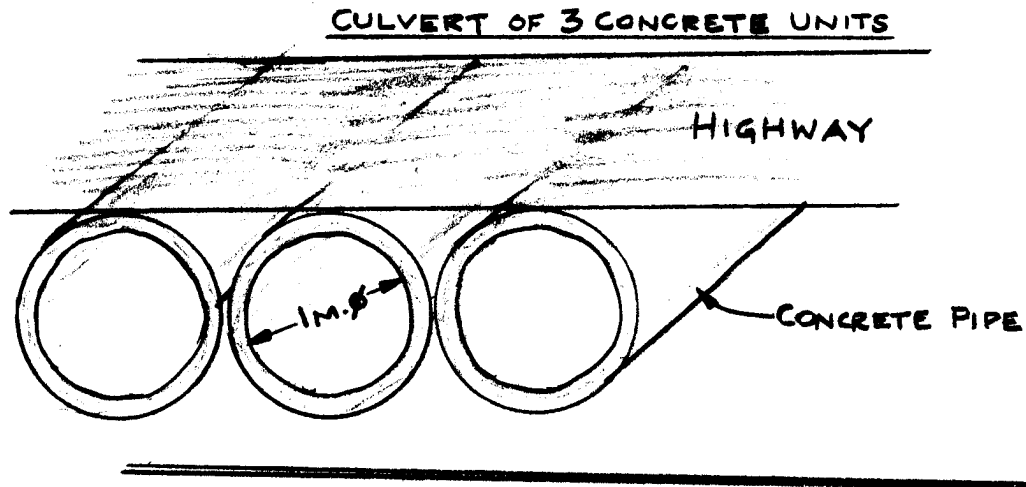


Attachment 3

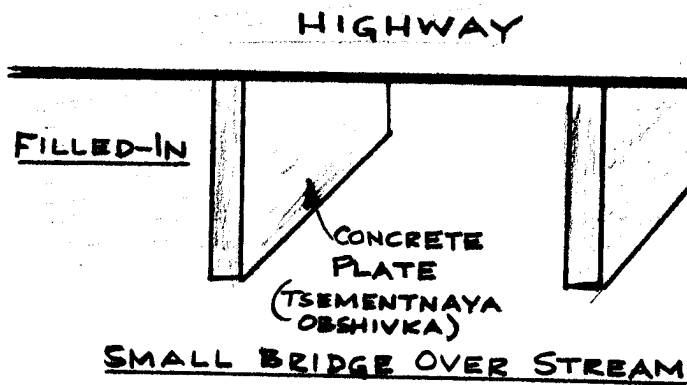
Typical Culverts and Bridges on Issyk - Lake Issyk Highway

50X1-HUM

1.



2.



3.

